

Bygone Buses

of
NORTHAMPTONSHIRE

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SMITH Bros., Alan John & Sydney Edward The Forge, High Street and later 1/9 Woods Lane POTTERSPURY (Including Ivan Smith - Proprietor from 1972)

For a number of generations the Smith family of Potterspury were, appropriately, blacksmiths and carried out their business from property in the High Street known as The Forge. At the turn of the twentieth century Sydney George Smith was the incumbent village blacksmith and he had several children. The oldest son - Alan John Smith (known as John) - went into farming but in the mid-1920s suffered an industrial injury which caused him to abandon farming work. "Tis an ill wind that blows nobody any good" and John was awarded compensation for his injuries from the farmer who employed him.



The Smiths of Potterspury in the late nineteenth century photographed at The Forge. On the left is Sydney Smith, father of John and Ted who later ran buses and coaches. In the centre is Bill Smith, brother of Sydney, whilst on the right is Thomas Smith, father of Sydney and Bill present in the photograph.

Bygone Buses of Northamptonshire is compiled by R M Warwick, "Forestyn" 101 Broadway East, Northampton NN3 2PP, who would be pleased to be advised of any additional information relating to the above operator. The records of the PSV Circle and the Omnibus Society have been consulted extensively for this series and acknowledgement and thanks are due to these organisations.

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With his cash John Smith joined with his younger brother - Sydney Edward Smith (known as Ted) - in buying a second-hand green lorry in 1925 which they fitted with removable seating. With this vehicle, the identity and make of which are unknown, the Smith brothers conveyed workers from Potterspury to the Wolverton Railway Carriage Works some five miles distant. At other times the lorry was used for the conveyance of goods in the local area.

After only about two years, John Smith relinquished his interest in the transport business and thereafter assisted his father in blacksmithing at The Forge, leaving Ted Smith to continue on his own. Whether John ceased to have a financial interest in the transport business at this time is another question. It is believed that Ted Smith operated just one vehicle until the Second World War but specific details of his fleet remain unrecorded. The original lorry would not have lasted longer than a year or two and during the 1930s Ted Smith is known to have run a G.M.C. bus, but nothing else is known.

With the passing of the Road Traffic Act, 1930, Ted Smith was obliged to register his Potterspury to Wolverton Works service with the Traffic Commissioners. An application was made in November 1931 under the names of A J and S E Smith, suggesting that Ted's brother John may well have retained a financial input in the business, even though he was not actively involved. Road Service Licences continued to be held in the above names up until the War. The Potterspury to Wolverton Works stage-carriage service, given the Traffic Commissioners' reference TER 1278/1, provided a morning facility from Potterspury to the Works with a corresponding return journey in the evenings. The timetable remained constant throughout the 1930s except that in July 1937 a 12.30pm Wolverton Works to Old Stratford facility was added with a return at 1.15pm on which only employees of the Works could be carried - a condition that applied also to the worker's timings from and to Potterspury.

The highlight of the year 1934 for Ted Smith came when he married Potterspury girl Bertha Lilian Russell and a year later the couple had a daughter who was duly Christened Unice Mary. After a gap of a few years Ted and Lily added a son to their family on 9th May 1940 when Ivan was born and he was later to take over the business.

Little more is known of the operations or fleet in the pre-War days or, indeed, during the War, save that in about 1940 Ted Smith bought a used Bedford WLB with twenty-seat Grose body from Surrudge Bros of Harpole. This vehicle was registered NV 1526 but whether it was a replacement or an additional bus is unknown. In addition, at the end of 1944, Ted Smith was allotted a new Bedford OWB with a Duple body containing thirty-two utility-style wooden seats. Whether Smith's workers' service from Potterspury to Wolverton Works was the justification for the allocation of this OWB registered CBD 973 or whether Smith operated what were regarded as other essential transport services during the latter part of the War is not recorded.

In the post-War years there was a sharp increase in the requirement for private hires and, as with most operators during this period, Ted Smith increased his fleet. Works

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contracts were also undertaken and in 1950 an express service was commenced from Pottersury to the Simplex Works of Pianoforte Supplies Ltd of Roade, to convey this firm's workers on an assisted travel scheme. This service was operated until the late 1950s when the route passed to Richardson's Coaches of Hartwell. In addition, from 1953 a contract to convey employees of the Plessey Company was won, starting from Wolverton and running via Stony Stratford, Old Stratford, Pottersury, Yardley Gobion and Paulerspury Turn to the Plessey Factory at Towcester. This route was later to start from Deanshanger instead of Wolverton, from 1956, and a year after that a second bus was supplied for Plessey's workers from New Bradwell to Towcester. Both these Plessey contracts were destined to continue for many years, right up until the 1980s. Incidentally, all post-War applications to the Traffic Commissioners were in the name of S E Smith only, indicating that by the end of the War at the latest, John Smith had relinquished any financial interest he may have had in the business.

The operating base for Ted Smith's coaches was originally The Forge, situated in High Street, Pottersury. In about 1948 land and property at Woods Lane were acquired and the fleet transferred to its new home at this time. This property was apparently numbered 9 at the time of purchase but in the 1960s was renumbered 1.

Returning to the subject of Ted Smith's rolling stock in the post-War period and 1950s, a brace of Bedford OBs; a couple of Commer Commandos and a duo of Dennis Lancets were all acquired second-hand, together with a Bedford SBG and a very unusual Fordson former B.O.A.C. airport coach. Many of these vehicles are illustrated below:-



HVR 631 was a Bedford OB with Mulliner body acquired circa 1948 and looking in good condition in this view.

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JAE 230 was the fascinating Kiddle bodied Fordson dual-purpose former airport coach bought by Ted Smith in 1948 from B.O.A.C. and retained for four years.



NBH 386 was owned by Hillside Coaches of Luton when this photograph was taken. It was a Dennis Lancet III with full-fronted thirty-five seat Yeates body, new in 1950.

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Dennis Lancet NBH 386, this time in Ted Smith's ownership, is pictured at Potterspury along with - from left to right - Bedford OWB/Duple CBD 973; Bedford OB/Mulliner HVR 631; Commer Commando/Plaxton JAD 337 and Commer Commando/Thurgood AVV 98.



More detail of the thirty-seater Plaxton bodied Commer Commando registered JAD 337 can be seen in this view.

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It was in November 1958 that Ted Smith bought EUT 215, a Dennis Lancet III with half-cab Yeates thirty-five seat body.

Throughout the 1960s Ted Smith's business continued in much the same way as previously, with the two express services for workers from New Bradwell and Deanshanger to Plessey's Factory at Towcester and the Potterspury to Wolverton Works service which, because of fares increases, converted from being a stage-carriage service to an express carriage route in November 1960. Tickets for this service were sold in advance and none were issued *en-bus*. Home to school transport was provided for many years by Smith's Coaches and up to five buses were run from surrounding villages to Towcester Grammar School. Later, with the advent of comprehensive education, Towcester Grammar School declined in importance as a destination for Smith's vehicles whilst more and more pupils were bussed to Kingsbrook School at Deanshanger.

Mention was made earlier of Ted and Lily Smith's son Ivan. Ivan left school in 1955 and took up an engineering apprenticeship at R J Flemming's Works at Stony Stratford. After a six year period with this firm Ivan joined his father in partnership in 1961 in running the family coach business.

Coaches entering the fleet during the 1960s comprised eight Bedfords - mostly SB variants but including a VAM and a VAL model - of which a couple were purchased new in 1965/6; three Ford 570Es - all with different bodies; a Dennis Falcon, an A.E.C. Regal IV and an A.E.C. Reliance.

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In this illustration, three of Ted Smith's coaches are present and from left to right are:- 775 EMJ, a Ford 570E with Plaxton Embassy bodywork; ORY 551 which was a Bedford SBG with Duple Vega coachwork and, on the right, KDW 954 a Bedford SBG with Duple Vega body, purchased in 1958.



A better view of the attractive Plaxton Embassy bodied Ford registered 775 EMJ is depicted here in Smith's cream and blue livery.

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This 1951 Bedford SB with Duple Vega body was bought late in its life by Ted Smith, in June 1962. GBU 836 was kept in the fleet for less than a year.



7418 AR was a Plaxton Consort bodied Bedford SB1 bought by Ted Smith in 1964 and retained for seven years. In the background is VBD 77, an A.E.C. Reliance with Duple Britannia coachwork, formerly with York Bros of Northampton.

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A better view of A.E.C. Reliance VBD 77 is provided by this photograph of it whilst still in the ownership of York Bros. (Photo courtesy Terry Richardson).



A Bedford VAM 14 with Plaxton Panorama bodywork was one of very few coaches bought new by Ted Smith. This model, registered HNV 714D, was supplied by Errington's of Evington in May 1966. Its a pity the Ford Zephyr wasn't moved before the photo was taken!

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Ted Smith had just one of the twin front axled Bedford VALs and this was registered 694 GWU. With Plaxton body it was new in 1964 and bought second-hand by Smith in 1967.

A brand new Plaxton Panorama Elite bodied Ford R226 was purchased in August 1970, taking the registration WNV 696H, to be followed in the next eighteen months by three second-hand acquisitions. These comprised Bedford SB5/Duple Bella Vega 4228 DK; a Plaxton bodied Ford R226 registered SHP 546G and an older Ford 570E with Duple Trooper coachwork bearing the index BGF 377B.

Sadly, in 1972, Ted Smith died suddenly at the age of sixty-six and thereafter Ivan Smith continued the business as the sole proprietor, trading as Smith's Coaches. New licences were issued by the Traffic Commissioners for the express services from Deanshanger to Plessey's Factory at Towcester and these took the Commissioners' references TER 6089/1 and 6089/2. In December 1972 Ivan Smith applied to introduce single and return fares on the express service between Potterspury and Wolverton Works, which would have converted it back into a stage-carriage service. In reality the numbers using the route had fallen to such a low level that the service was discontinued at an unknown date during 1973. Thereafter, Ivan Smith made no changes to his licensed express services which, by virtue of the 1980 Transport Act were no longer regulated after this time. For many years the Wolverton Works service had necessitated the operation of two coaches from Potterspury, although only one was permitted on the lunchtime facility from the Works to Old Stratford and return.

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Under Ivan Smith's jurisdiction the throughput of coaches into and out of the fleet quickened and were too numerous to consider individually but are included in the table at the end of this paper. Suffice it to say that in the twenty years Ivan was proprietor, some 35 coaches were bought and sold, comprising chassis manufactured by A.E.C.; Bedford; DAF; Dennis; Ford; Leyland; Mercedes-Benz and Volvo. A lesser variety of bodybuilders products were mounted upon the above chassis, these being built by Bristol Street Motors; Caetano; Duple; Plaxton and Yeates. One or two illustrations of these models follow.



Left:- XNM824S was a Bedford YMT with Duple Dominant fifty-three seat body acquired by Ivan Smith in June 1980.

Below:- Not a particularly sharp photograph but on the left is EFK 134Y, a DAF MB200 with Plaxton Paramount 3500 body and on the right is BLJ 723Y, a Ford R1115 with Plaxton Paramount 3200 coachwork. On the extreme left a glimpse of Leyland Tiger B220 WEU can be seen with its Duple Laser 2 body.



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A much better picture of the DAF registered EFK 134Y is provided by this publicity photograph of the coach. In this case it bears a false number plate BEK 1, formed by a combination of the Christian name initials of Ivan Smith, his wife and two daughters.



EUT 11T was a Ford R1114 with Plaxton Supreme IV Express bodywork, formerly with Midland Fox of Leicester and bought by Ivan Smith in July 1990. Its previously black stripes have been overpainted blue.

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Sister Ford R1114 registered EUT 10T is still in the Midland Fox colours in this photograph.



This time an A.E.C. Reliance 760 is depicted with Plaxton Supreme Express coachwork and carrying the registration JWO 46P.

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From the early days the livery of Smith's coaches was cream with blue reliefs and this continued to be the case until 1970 when white became the base colour, relieved by two shades of blue.

Whilst the operation of private hires, contract bus services and home to school contracts for Northamptonshire County Council provided Ivan Smith with a reasonable living, by 1992 conditions were not easy. The Prudential Insurance Company decided to withdraw from coach insurance and most of Ivan's contracts were due for re-tendering in July 1993 which, in the current tendering climate, he could not be sure of retaining. Accordingly Ivan Smith decided to close his business, which he did after operation on Saturday 8th August 1992. Finally, of the remaining five vehicles, four were sold at auction in February 1993 and the fifth was sold as scrap.

That was not quite the end of Smith's of Potterspury, however, as a couple of years later Ivan recommenced operating minibuses and cars, in a partnership, and trading as Hi-Life Travel.

The assistance of Ivan Smith in the preparation of this paper is gratefully acknowledged.



A family photograph featuring from left to right:- Ted Smith, his wife Lilian and their children Ivan and Unice.

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REGN. NO.	CHASSIS			BODY			DATES			PREVIOUS OWNER	INITIAL DISPOSAL	NOTES
	MAKE	TYPE	NUMBER	MAKE	TYPE & SEATS	NUMBER	NEW	S/H	W/D			
?	?	?	?	?	Lorry/ Bus		?	-/25	c -/28?			
?	G.M.C.	?	?	?			?	?	?			
NV 1526	Bedford	WLB	108622	Grose	B20F	—	7/32	c -/40	by 6/50	Surridge, Harpole		1
CBD 973	Bedford	OWB	23516	Duple	UB32F		12/44	—	c -/58	Supp London Road Garage, Stony Stratford		2
HVR 631	Bedford	OB	57610	Mulliner	B32F		8/47	c -/48	by 2/60	Altrincham Coachways	To lorry	
JAE 230	Fordson	BB18F	7112369	Kiddle	FB26F		3/45	9/48	10/52	B.O.A.C., London	D Baker, Wakefield	
AVV 98	Commer	Commando	17A1050	Thurgood	C32F	477	3/48	-/54	11/58	Cooper, Roade	No further owner	
JAD 337	Commer	Commando	17A1297	Plaxton	C30F	61	1/49	c4/50	7/60	Febry, Old Sodbury	Foster, Ellesmere Port	
NBH 386	Dennis	Lancet III	889J3A	Yeates	FC35F	196	9/50	c -/56	12/62	Crump, Denham	Saunders, Waddesdon	
KDW 954	Bedford	SBG	36191	Duple Vega	C38F	1055/210	3/55	5/58	-/62	Arlington/ W H Diaper, Newport	Shamrock Coaches, St.Helier (J 5101)	
EUT 215	Dennis	Lancet III	461J3	Yeates	C35F	74	7/48	11/58	4/60	Moseley, Loughborough/ Bishop, Coalville	No further owner	
FFH 551	Bedford	OB	71036	Duple Vista	C29F	49515	2/48	2/59	10/61	Errington, Evington/ Walker, Wellingborough	Mobile Shop	
KRY 719	Bedford	SB	19267	Duple Vega	C35F		-/53	5/60	3/61	Errington, Evington/ Cleaver, Leicester	Errington, Evington/ Ward, Oakham	
KTM 373	Dennis	Falcon II	138L6	Thurgood	FC35F	705	3/52	by 10/60	c-/61	Baxter, Moggerhanger	Hull, Gt.Barford	
ORY 551	Bedford	SBG	43490	Duple Vega	C41F	1060/160	3/56	-/60	4/63	Errington, Evington/ Smith, Leicester	Errington, Evington/ Johnson, Rushden	
HJF 60	A.E.C.	Regal IV	9821E1387	Plaxton Venturer	C41C	1788	4/52	3/61	4/63	Errington, Evington/ Provincial, Leicester	Marston, Irthlingborough	
GBU 836	Bedford	SB	1991	Duple Vega	C33F		-/51	6/62	12/66	Allison, Crowland	Errington, Evington/ Singh, Leicester	
775 EMJ	Ford	570E	510E76904	Plaxton Embassy I	C41F	612777	11/61	7/62	5/66	Luton Commercial Motors, Dunstable (Ex-Demonstrator)	Andrews, Trudoxhill	
808 DOK	Ford	570E	510E63122	Duple Yeoman	C41F	1139/290	5/61	2/63	4/65	Superb, Birmingham	Johnson, Rushden	

NOTES: 1 - NV 1526 last owned by H Whayman, Gloucester and last licensed 6/50.
2 - CBD 973 last owned by J Couch, Llwynypia, Glam and last licensed as a goods vehicle 12/63.

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	MAKE	TYPE	NUMBER	MAKE	TYPE & SEATS	NUMBER	NEW	S/H	W/D			
626 COX	Ford	570E	510E59444	Burlingham Seagull 61	C41F	7330	2/61	4/63		Superb, Birmingham	Price, Broughton Astley	
7418 AR	Bedford	SB1	79850	Plaxton Consort IV	C41F	602988	4/60	3/64	8/71	Finchley Coaches, N20	Kenzie, Shepreth	
EBD 127C	Bedford	SB5	96903	Duple	C41F	1183/76	4/65	—	6/74	Supp. Errington, Evington	Athelstan, Malmsbury	
HNV 714D	Bedford	VAM14	6842220	Bella Vega Plaxton	C45F	669433	5/66	—	10/70	Supp. Errington, Evington	Eagle, Bristol	
694 GWU	Bedford	VAL14	1298	Panorama Plaxton Val	C52F	642036	1/64	1/67	7/67	Anderton, Keighley	Bavister & Perry, Luton	
XBE 183	Bedford	SB1	85745	Plaxton Embassy I	C41F	602215	10/60	6/67	2/72	Hudson, Horncastle	B.C.C., Cardiff	
VBD 77	A.E.C.	Reliance	2MU3RV 2907	Duple Britannia	C41F	1124/45	4/60	6/69	6/82	York, Northampton	Gretton & Chester, Countesthorpe	
WNV 696H	Ford	R226	BC04JG 57615	Plaxton Pan. Elite	C53F	708726	8/70	—	9/73	—	Buggy, Castlecomber	
4228 DK	Bedford	SB5	91352	Duple Bella Vega	C41F	1159/174	1/63	4/71	1/78	Wood, Wigston		
SHP 546G	Ford	R226	BC04JJ 56248	Plaxton Pan. Elite	C53F	692835	5/69	9/71	10/73	Bonas, Coventry	Parkin, Rotherham	
BGF 377B	Ford	570E	L80C838133	Duple Trooper	C41F	1173/63	6/64	2/72	4/76	Cook, Dunstable	Miller, Foxton	
LSY 454J	Bedford	YRQ	IT483501	Duple Viceroy	C45F	227/102	2/71	9/73	6/83	Prentice, West Calder	Coleman, Leverington	
RRP 544M	Bedford	YRT	DW452539	Duple Dominant	C53F	417/3169	6/74	—	6/78	—	Guscott, Halwill	
LAC 141L	Ford	R226	BC04ML 63115	Plaxton Pan.Elite II	C53F	732617	1/73	4/76	10/81	Carnell, Sheffield	Houghton, Woolton	
LHE 441P	Bedford	YRT	FW454986	Duple Dominant	C53F	618/2605	-/76	2/78	6/80	Shaw, Barnsley	Chenery, Dickleburgh	
JKV 102N	Bedford	YRT	EW452936	Duple Dominant	C53F	517/2403	4/75	6/78	4/78	Moreton, Nuneaton	Byles, Kidlington	
NUT 19M	Ford	Transit	BD05NU 61203	Bristol St Motors	C12F	—	8/73	5/77	2/84	Tompkin, Countesthorpe	Sapwell, Emberton	
XNM 824S	Bedford	YMT	GW455295	Duple Dominant	C53F	817/2474	11/77	6/80	10/84	Errington, Evington/ Rowson Bros., Hayes	Carter, Litcham	
UWA 104S	Bedford	YMT	HW453392	Duple Dominant II	C53F	817/2553	5/78	6/81	3/84	Kirkby Central, Anston/ National Travel (East)	Tooney, Nenagh	

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	MAKE	TYPE	NUMBER	MAKE	TYPE & SEATS	NUMBER	NEW	S/H	W/D			
MPB 21P	Bedford	YMT	FW452272	Plaxton Supreme	C53F	7611TC030	3/76	10/81	3/85	Cox, Benfleet	Suffolk C.C., Ipswich	
YPP 323S	Bedford	YMT	HW453311	Duple Dominant II	C53F	817/2559	7/78	6/82	4/86	Roselaire, Northampton/ Courtland, Horley	Murphy, Bray	
TPD 30S	A.E.C.	Reliance 760	6U2R35790	Duple Dominant	C49F	744/3747	10/77	1/83	6/86	Kirkby, Anston/ London Country, Reigate	Maun, Mansfield	
DJH 475V	DAF	SB2005 DHU605	179639	Plaxton Supreme	C48F	8012DCR001	4/80	8/83	2/88	Yeates, Loughborough/ Excelsior, Bournemouth	Phillips, Ruskington	1
KJU 10L	Ford	R1114	BC04MY69481	Plaxton Elite III	C53F	732701	4/73	12/83	7/87	N & S, Market Harborough		
JDB 946V	Ford	R1114	BCRSWL362910	Plaxton Supreme	C53F	8011FC093	4/80	3/84	12/90	Yeates, Loughborough/ Salopia, Whitchurch	Yeates, Loughborough/ Cherry, Beverley	
GFE 836Y	Bedford	YNT	LW452196	Plaxton Supreme V	C53F	8211NTS5X524	8/82	3/85	12/87	Delaine, Bourne	Yeates, Loughborough/ Allan, Thrapston	
EFK 134Y	DAF	MB200 DKFL600	232977	Plaxton Pmt 3500	C51F	8312DKH1C915	5/83	6/86	8/92	Yeates, Loughborough/ Lewis, Pailton	Yeates, Loughborough/ Kinch, Barrow	
D638 AJF	Mercedes-Benz	L307D	002367-20-763299	Yeates	C12F		12/86	—	2/88	—	Private owner, Bicester (as a van)	
LJR 284X	Bedford	YNT	LW451722	Duple Domnt III	C53F	217/2600	10/81	2/87	8/89	Devonways, Totnes	Yeates, Loughborough/ Dunthorne, Wells-nt-Sea	
BLJ 723Y	Ford	R1115	BCRSCT17581	Plaxton Pmt 3200	C49F	8311FDP1C14N	5/83	6/87	2/88	Excelsior, Bournemouth	Yeates, Loughborough/ Rainbow, Westbury	
B220 WEU	Leyland	Tiger TRCTL11/3RH	8400650	Duple Laser 2	C51F	8443/0447	12/84	c10/87	4/90	Badgerline, Bristol	Yeates, Loughborough/ Scotts Greys, Darlington	
B680 OFP	Bedford	YNV	FT700205	Plaxton Pmt 3200	C57F	8512NVP2C007	5/85	11/87	c8/89	Myall, Bassingbourn	Hall, Bedworth	
B218 WEU	Leyland	Tiger TRCTL11/3RH	8400647	Duple Laser 2	C51F	8443/0445	12/84	2/88	c6/88	Kinch, Barrow	Yeates, Loughborough/ Ludlow, Halesowen	
B219 WEU	Leyland	Tiger TRCTL11/3RH	8400648	Duple Laser 2	C51F	8443/0446	12/84	2/88	c7/91	Badgerline, Bristol	Gala Fair, Witney	
OKY 68R	A.E.C.	Reliance 760	6U3ZR35069	Plaxton Supreme	C55F	7712ACM021	4/77	6/88	9/89	Walters, Newport	Specht, London E7	
A729 HFP	Volvo	B10M-61	5856	Duple Laser	C53F	349/7080	5/84	7/88	8/89	Mycock, Monyash	Ellison, St. Helens	
B703MHN	DAF	MB200 DKFL600	234742	Duple Laser	C49FT	453/107	8/84	8/88	12/90	Walton, Stockton	Yeates, Loughborough/ Harris, Little Houghton	
F236 OFP	Dennis	Javelin	12SDA1907/287	Duple 320	C57F	8880/0819	2/89	—	8/92	—	Lucketts, Fareham	

NOTES: 1 - DJH 475V resealed C53F.



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	MAKE	TYPE	NUMBER	MAKE	TYPE & SEATS	NUMBER	NEW	S/H	W/D			
VUT 9S	Ford	R1114	BC04ST 59934	Plaxton Sup. Exp.	C49F	7811FXM 501	1/78	4/89	8/92	Midland Fox, Leicester 7005	Wealden, Five Oak Green	
EUT 11T	Ford	R1114	BCRSUR 282420	Plaxton Sup IV Exp	C53F	7911FX 514	7/79	7/90	8/92	Midland Fox, Leicester 7007	Coach Services, Thetford	
JOH 949N	Bedford	YRT	DW457095	Caetano Estoril	C53F	75/1	7/75	10/90	c9/91	Parsons, Greasby	Hurst & Leak, Goose Green	
C396 DML	Leyland	Tiger TRCTL11/3RZ	8400301	Van Hool Alizee	C49FT	11845	-/86	10/90	8/92	Limebourne, London SW1	Lodge, High Easter	
EUT 10T	Ford	R1114	BCRSUR 282410	Plaxton Sup IV Exp	C53F	7911FX 513	7/79	2/91	6/91	Midland Fox, Leicester 7006	Wealdon, Five Oak Green	
FIL 6785 (BBT 344V)	Volvo	B58-61	14008	Duple	C50FT	049/7020	-/86	2/91	8/92	Stagecoach, Bournemouth	Freeman, Gt. Cornard	
JWO 46P	A.E.C.	Reliance 760	6U3ZR 32544	Plaxton Sup. Exp	C53F	7511AX 509	8/75	c12/91	8/92	Beegan, Doncaster	Brown, Shaftesbury	
1839 LJ (UDU 366R)	Volvo	B58-56	7880	Caetano Lisboa	C53F	77/54	-/77	c12/91		Faulks, Hurstpierpoint	Coston, Warlingham	